lation impossible as to the time still required to complete them. Suffice it to say, that both railways have commenced, completed, and have had in use for some months, bridges of much more difficult construction, which were scarcely thought of when the Board of Woods and Forests commenced theirs. Turning our eye towards the castle from these *long* bridges, we find the north-west portion of the Home-park cut up in various scientific portions, the South-Western Railway having got a slice off the outer edge for their iron-road, then the new road from Datchet has cut off a large gusset, which has been appropriated to cricket, quoits, and foot-ball by the bachelors of Windsor, as we presume only upon sufferance. We trust that care will be taken of the valuable privilege so generously awarded them by Prince Albert: and the remainder is being divided into gravelled drives, skating ponds, and turf lawns for the benefit of the young branches of the Royal family. Wending our way up Datchet-lane—Falstaff's Datchet-lane, we doubt if he would know it now—we come to the smart new station, building by the South-Western Railway Company, under the direction of Mr. Tite: when completed, it will form an excellent screen between the North Terrace and the mean-looking buildings between it and the Thames side: independent of its ornamental character (Tudor-Gothic design in red brickwork with stone dressings) it seems to be planned with an eye to usefulness and convenience. Passing on up Thames-street we came upon a scene of desolation and wretchedness unequalled in our remembrance and experience: one side of the street, with one or two solitary exceptions, which only serve to make "desolation more desolate," is razed to the ground, leaving but a heap of debris behind, and opening to the view the crumbling walls and tottering ruins of a long-neglected and ill used portion of the Castle. Report says, and we hope truly, that it is intended to complete the design of Sir Jeffery Wyatville, by extending the North Terrace from its present termination at Winchester Tower to the Salisbury Tower. When this is done but few public walks will be able to compete with the *Terrace* at Windsor, and there will be little cause to grumble at present inconveniences. Passing George-street, which but a year or two since was the St. Giles's of Windsor, we find that the whole street has disappeared, and it is now the site of the Great Western Railway station, a building without any great pretensions to architectural show, the useful having evidently been studied before the beautiful, but they might, we respectfully suggest, complete the coat of compo which is so decidedly wanting on the principal front before the cold weather comes on. And now for a walk up to the castle, premising that, not having the *entrée*, we shall not attempt to describe that which cannot be seen by any other humble pedestrian during the absence of her Majesty. This summer considerable alterations have been made in the interior, for the better accommodation of the increasing number of inhabitants. Hot water and hot air has been laid on by Mr. Price, and preparations made for a better supply of cold water by Mr. Simpson, it having been recently discovered that Windsor Castle was sadly deficient in those very necessary adjuncts to a modern establishment. The smoky chimneys, too, are no longer to smoke. Under the directions of Mr. Turnbull, the smoke is to turn up instead of down the chimneys. The orangery under the North Terrace has been covered with asphalte, which, we have little doubt, will prove a good substitute for the lead, which our ignorant (?) forefathers laid over it. The drainage, too, has been reformed and reconstructed in accordance with modern ideas and notions on this important subject. An additional flight, or rather double flight, of steps, is being fixed in the east garden, which will be a great accommodation to numerous visitors, but as the work only proceeds at the rate of a step and a bit in a week, we have some misgivings as to when they will be ready for public use. By the bye can any of your readers tell who is the "Architect for Windsor Castle," and who, of course, is answerable for any *good or evil* doings which might be going on, supposing Joseph Hume or Colonel Sibthorpe chose to make any unnecessary inquiries in the next or another Parliament? T.

THE EVILS OF TASK-WORK AND "TOMMY-SHOPS."

Of all the evils and abuses which exist in the building trade, I think there is none to exceed that abominable system known as *task-work*. It is a cause of misery and drunkenness: it not only injures the working classes, by producing drunkenness and immorality, but it causes scarcity of employment; for it has been proved that double the work can be done at the present time that could be performed many years ago by the same number of hands. But it must be borne in mind, that although double the work be done at the present time, this work, for goodness of workmanship and substantiality of construction, cannot in the slightest degree be compared with that done in former years, and under a better system. A man, to do his work well, must have a fair time to do it; but task-work will not allow that fair time. Task-work produces improvidence, and fosters immorality; it degrades the workman, and lessens the employer in the estimation of the workman; it renders the competent mechanic incompetent by any length of practice. Half the accidents which occur in the building trade owe their origin to task-work. Many a life and limb have been sacrificed through the reckless system of task-work.

The most ignorant and depraved persons are selected to do this work; and although it may appear strange to some of your readers that an ignorant man should be called upon to lead his respective department on a public building, it is nevertheless no more strange than true. In the first place no respectable mechanic will have anything to do with task-work, for it cannot be expected that a man possessing the smallest amount of respectability would stand and drive, swear and abuse, his fellow-workmen, as is usually the case on these jobs; nor is it at all probable that a man who is master of his trade would have any dealings with task-work; for the chief delight of a good workman is to see his work done in a masterly style, and not *scamped* in the manner which characterises these jobs; and another thing, it would be impossible for a respectable man to earn his wages at it; for although there are exceptions, the majority of task-masters, as they are, with all their perquisites in the shape of 2s. 6d. in the pound spent by their men at the *tommy-shop*, and other pickpocket arrangements, cannot earn their wages; and often, when the job is half up, draw the amount of men's wages some fine Saturday night, and then vanish.

It is a singular fact that although most builders are anxious to have sober, steady, and industrious workmen in their employ, yet, by encouraging this task work, they hold out a premium for drunkenness and immorality in their worst forms; for no job of any extent, carried on under this system, is without its *tommy-shop*, and the man who is the greatest drunkard and glutton is looked upon with the greatest favour. Those bits of tin, called tickets, are served out with the nicest precision: let a man be in ever such a remote corner of the building, he is sure to be spied out by the vigilant eye of the ticket clerk. I have known men to work all the week and earn their 30s. and on the Saturday night manage to take about five or six home to their wives and families, the rest being detained for tickets for which beer, gin, &c. were given; and then, Sir, they call the working classes improvident: no wonder when every encouragement is given for improvidence, and by those, too, who ought to do all in their power to check it.

But what is to be done to reform this atrocious system? In the first place, before a workman will experience any degree of pleasure in working at task-work, respectable and competent men must be placed at its head, men who, when they have authority, know how to use it. Task-work placed in the hands of sensible and honest men would soon divest itself of the evils which at present environ it; gin and beer would be uncalled for, at least on the work, and these tommy-shops would be found an incumbrance; drunken bricklayers and carpenters would tumble into their own traps, and sober and intelligent mechanics would fill their places. Let us hope that the time is not far distant when this much-desired reformation will be effected. R. S. T.

SOME NEW CHURCHES.

Mr. A. B. Hope's Church, Marylebone.—The first stone has been laid of the new church to be built in Margaret-street, Marylebone, on the site of the late Margaret-street Chapel. Mr. Butterfield is the architect, and it is said he has a *carte blanche* as to the cost. Two "religious houses" for choristers and pensioners will be attached to it.

Trinity Church, Haverstock-hill, is now open for service, but we have not yet seen it: according to a description given us, the tower stands at the west end of the centre aisle, and with the spire is 160 feet high. It accommodates a large number of persons, partly in galleries. It is in the style of the 14th century. Side-aisles are formed to the chancel within the width of the nave, whose aisles are prolonged eastward, and there is a threefold arch to the chancel, the centre one of which is very lofty. Messrs. Wyatt and Brandon were the architects.

The New Church at Birch, near Colchester, has been erected from the designs of Mr. Teulon. It is in the Decorated style, built externally of flint and dressings of Caen stone. The porch is on the south side, and at the north-west angle a tower and spire rise to the height of 120 feet. Internally it consists of a nave, north and south aisle, chancel, and vestry. The nave and aisles are separated by columns and arches of Caen stone, with carved corbels supporting the arched principals of the roof, which is an open one of stained wood. The chancel window, and that at the west end of the nave, are of three lights each, filled with tracery; and each aisle is terminated with a large three-light east window. In each of the aisles are four side windows, from which the nave is lighted, all of them having mullions and tracery of Caen stone. The pulpit, reading-desk, and altar-railing are of carved oak, the material for the former being derived from the timber spire of the old church. The church will afford accommodation for about 300 persons: the builders are Messrs. Balaiston and Son, of Ipswich; and the cost will approach 4,000*l.*—the whole being the gift of Charles Gray Round, Esq., of Birch Hall.

All Saints' Church, Pontefract-lane, Leeds.—The first stone of this building was laid by the Rev. Dr. Hook, in 1845; but the progress was stayed by the secession from the Church of England of Mr. Haigh, by whom the cost was to have been defrayed. The building consists of a nave and aisles, north and south porches, north transept, galleried, and organ chapel—the latter to the south-east of the nave. The tower is engaged, and stands on the north transept: it is surmounted by a lofty spire. The nave has five bays internally, but no clerestory. The columns are alternately clustered and octagonal. The roofs of the nave and aisles are open, and all of them gabled. The chancel has a waggon-head roof ceiled. The exterior of the church has rather a bare appearance. The style is Geometric, and it has been erected at an expense of about 3,000*l.* Messrs. Healy and Maillinson, architects.

The Church of St. John the Evangelist, Little Holbeck, Leeds.—This building is in the early pointed style, and is constructed on the principle of the choir of the Temple Church, and the Lady Chapel of St. Saviour, Southwark, and has a vaulting of stone of equal height throughout. It is, perhaps, the only modern church which is vaulted with stone through its whole extent. The exterior is plain and simple, having an octagonal bell-turret instead of a tower. The church consists of a nave with aisles of five bays or arches in length, a chancel of three bays, and a north chancel aisle or chapel of two bays in length, the latter opening by arches into the chancel and the north aisle of the nave. There is, besides, a north porch of two stories, and a vestry adjoining the chancel. The nave is, with its aisles, internally, about 68 feet long by 49 feet wide; the chancel about 36 feet by 18 feet; the whole external length about 120 feet; the height of the internal vaulting about 31 feet. The vaulting is carried by slender clustered columns of Aubigny stone, excepting only that between the chancel and its side chapel, which consists of five detached shafts of polished Derbyshire marble. Each side bay of the nave is lighted by a couplet of tall lancets with shafted jambs and moulded arches: those at the west end have a circle superimposed. The upper story of the porch opens by an arch into the nave, into which projects a small stone gallery of ornamental character, intended to receive the organ. The tracery of the side chapel is geometric. The seats are all of oak. The floor is of tiles. The windows have stained glass. The architect is Mr. Scott. The builders, Messrs. Cooper, of Derby. The material of the exterior is the sandstone from the neighbourhood of Weetwood; that of the internal dressings is the Caen stone, excepting the columns, which are generally of the Aubigny stone. The internal ashlar, both of the walls and vaulting, is from the Hare Hill quarries. The accommodation is for between six and seven hundred persons.

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